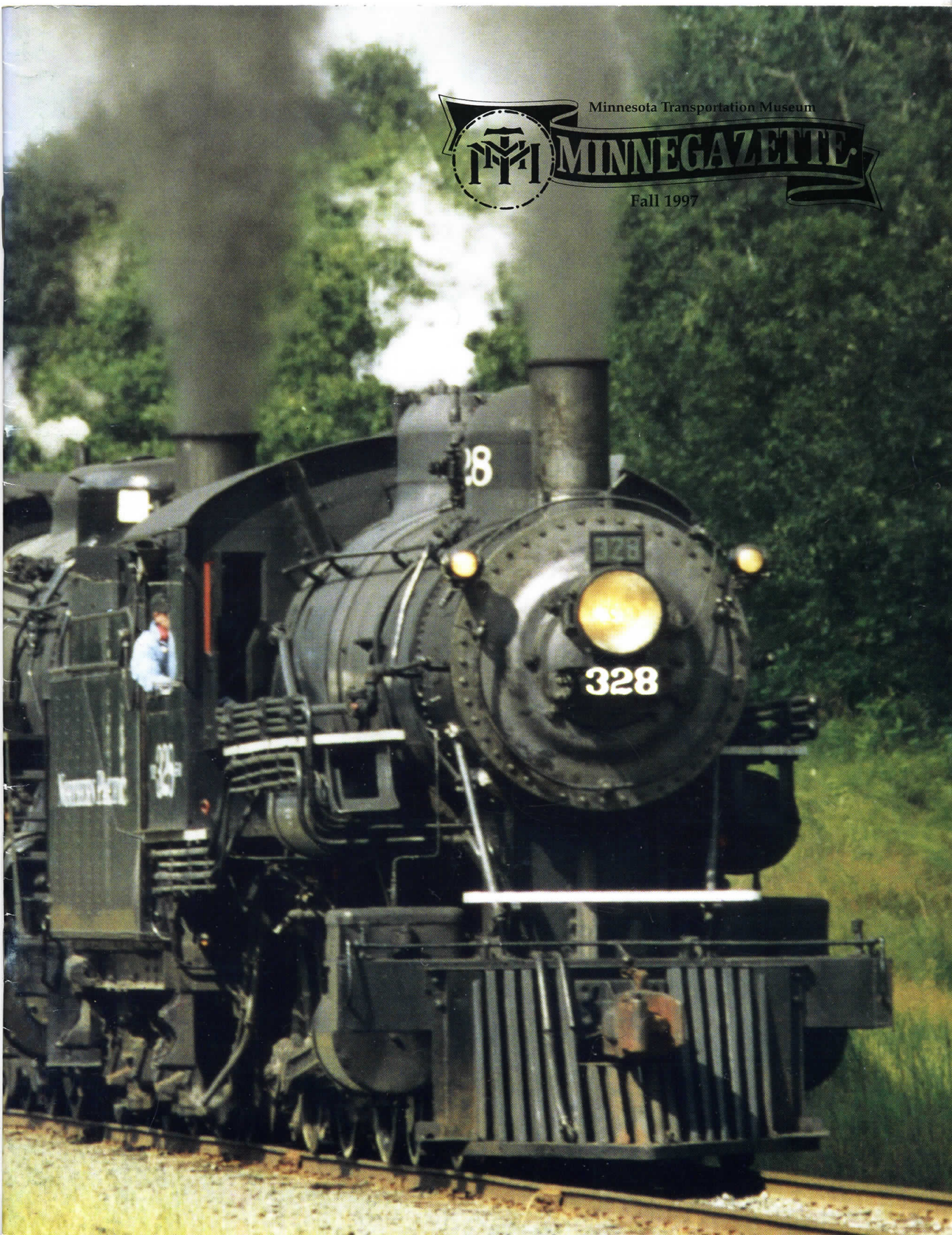






DEPOT - ELBOW LAKE - MINN

515



Official Journal of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

P.O. Box 17240, Nokomis Station
Minneapolis, MN 55417-0240

EDITORIAL STAFF

Aaron IsaacsEditor
3816 Vincent Ave. So.
Minneapolis, MN 55410
Sandra Kay BergmanProduction Editor
Alan JensenCirculation

CIRCULATION

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$5 per year charge.

SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha in Excelsior.

MEMBERSHIPS

Individual	\$ 25	Family	\$ 30
Sustaining	\$ 50	Sponsor	\$ 100

Send dues to:

P.O. Box 17240, Nokomis Station
Minneapolis, MN 55417-0240

ADDRESS CHANGES AND MEMBERSHIP CONCERNS

Send to:

David Kettering - Membership Secretary
171 Valleyside Dr., St. Paul, MN 55119

Public Information
(612) 228-0263 or (800) 711-2591

Member Information Line
(612) 228-9412

Web site
<http://www.arc.umn.edu/~wes/mtm/>

BOARD OF TRUSTEES

Elected Trustees

Chair	Michael E. Miller
Vice-Chair	Morton Jorgensen
Secretary	Richard Fish
Treasurer	Russell Olson
	John DeWitt

Appointed voting Trustees

Art Pew	Robert Torkelson
John Walker	

Honorary non-voting Trustees

Aaron Isaacs	Byron Olsen
--------------	-------------

THANK YOU FOR YOUR GENEROSITY

-To the **Nielson Foundation** for its contribution to the Steamboat Fund.

-To the **Twin Cities & Western** for their donation to the Jackson Street Fund.

-To **Ray Bensen, Jr.** for his donation of streetcar artifacts to the Traction Division.

-To the numerous donors to the Traction Fund Annual Appeal (see page 5 for complete list).

-To **Patricia Haggerty** for her donation to the General Fund.

- **Valspar Paints**, for agreeing to donate all of MTM's paint needs.

BOARD OF TRUSTEES

July 1997

- Approved the budgets for Railroad Division, Traction Division, and General Fund.

- Set the date of October 18th for the annual board retreat.

August 1997

The Board did not meet.

September 1997

- Switched accounting services from Setnes & Associates to Rhode, Schwan & Co.

CORRECTIONS & NEW INFO

The caption for the Minnehaha's restroom photo said that the original express boats dumped toilets straight into the lake. Not so, corrects **Russ Olson**. They were all equipped with holding tanks.

Russ caught some other errors. The photos of the steamboat White Bear on page 23 were taken on the "boat slide" just east of Excelsior Dock Station. An optical illusion makes it appear to reach the streetcar tracks and bridge in the background. The bridge is actually further away, and carried 2nd Street under the tracks.

Commenting on the Deephaven Line story, Russ points out that the branch was 6.0 miles from Deephaven to Deephaven Junction, and an additional 1.1 miles to Hopkins. Finally, Russ and I compared the Deephaven Line photos with his TCRT track maps and found four errors. The wood overpass on page 16 isn't Baker Road. It's just north of the Deephaven station, near the present bridge over the old streetcar cut. The captions for the two junction shots on page 17 are reversed. The stations on page 18 are (top) Maplewood, also called Breezy Point and (bottom) Northome. From now on I'll check with Russ beforehand.

MTM has a new accounting firm.
All membership renewals, donations
and invoices must now be addressed to:

MTM
P.O. Box 17240, Nokomis Station
Minneapolis, MN 55417-0240

Front cover: The ground shook as the first Minnesota steam double-header in 42 years blasted through Marine station on August 24, 1997. For more coverage, see page 10. Dick Heine photo.

Inside front cover: Look familiar? The Soo Line's Elbow Lake depot, shown here in the 1950's, was a twin to Osceola. This image is one of many available from Paul Kroska Historic Photos. He waived his normal fee in exchange for this plug. His address is 17 East Chapman Street, Ely, MN 55731, or call 1-800-881-1570. He specializes in vintage Minnesota images, including aerial photos.

LETTER FROM THE CHAIR

-Michael E. Miller

Jackson Street and the Railroad Division

The organization of the Museum is not a fixed thing. Over the years we have made changes, most noticeably adding divisions as new operating sites came on line. For example, many members may not realize that for a year there were separate Railroad and Stillwater Divisions, due to controversy over the startup of the Stillwater & St. Croix Ry. Several years ago responsibility for the Minnehaha Depot was moved from the Railroad Division to the Traction Division, primarily because it was a better match for volunteer recruitment. And, of course, the Steamboat Division was created to pursue a whole new endeavor. There was much discussion over whether to place the Excelsior trolley line under Steamboat or Traction, and the decision was made for it to be part of Steamboat.

Which gets us to the point of this column. We have another decision to make. For years Jackson Street Roundhouse has been considered its own division. I'm referring to the effort to restore the roundhouse, overseen by **Art Pew**. The Railroad Division has been considered a tenant at Jackson Street, where it stores and restores rolling stock. The Railroad Division then operates its equipment at Osceola.

This status quo has persisted since the mid-1980's because little was happening with the roundhouse restoration. During this period a few infrastructure repairs were made, but there was little activity

while waiting for the pollution cleanup and the end of the industrial tenant lease. For this reason the "membership" of the division was largely limited to Art, paid building manager **Wanda Sims**, and a handful of volunteers like **George Bergh**, **Noel Petit** and **John Robinson**. Railroad Division volunteers and officers were certainly interested in the future of Jackson Street, but there was little opportunity to work on projects.

Money has changed all that. **Art Pew's** generous donations have drastically reduced the mortgage principle. Three ISTEAs are causing the dirt to start flying on a series of long awaited improvements. The next two-three years will bring major changes, including opening for the public. No longer will most of the roundhouse slumber, with part of it active only for repairs and storage. Now there will be formal exhibits, and probably some type of operating train, alongside the Railroad Division maintenance activities.

This begs the obvious question, "*Should Railroad and Jackson Street remain as separate divisions?*" I'm not going to offer an answer to that question yet. Instead, my intent is to continue the much-needed discussion. Here are some facts to consider.

The two divisions are intertwined. Obviously they share the same building. They also share many of the same potential exhibits. Whatever isn't running at Osceola is potentially available to exhibit at Jackson Street. They share volunteers. As the plans take shape, quite a few Railroad Division members have begun to donate their time to roundhouse restoration and exhibit work.

They may also share the same type of operation, if a demonstration train ride becomes part of the roundhouse visit. Many members may not be aware that MTM has trackage rights to run as far west on the industrial spur as Rice Street, slightly over half a mile. Do we want two separate divisions operating trains and vying for the same pool of equipment?

While some of these statements seem on their face to argue for consolidation, other facts don't. First, the reconstruction of the buildings and grounds is a huge undertaking that will last a long time. It is a job in itself. Any Railroad General Superintendent already has his hands more than full with the Osceola operation. Furthermore, no one would suggest that anyone other than **Art Pew** oversee the Jackson Street work.

If a merger is to happen, I believe that it will take some time. In the meantime, there needs to be a more formalized relationship between the divisions. This is needed because 1) they are starting to actively share building space, equipment and volunteers and 2) ad hoc situations can bring out the worst in volunteer organizations. If you need proof of the latter statement, look at the turbulent relations between MTM and the O&St.CV Railway, only recently calmed. Despite the best of intentions, the two parties were allowed to get way down the road with very different assumptions about their relationship. We need to learn from that painful experience and not repeat it.

How then to start finding the right balance? In late September, Railroad and Jackson Street volunteers met for the first time for the sole purpose of discussing the issues. Concerns were aired in an atmosphere of good will. A consensus emerged that there should be a blending of the divisions - or at least a constant and open sharing of information. There was also agreement that no one has the answers at this point and that we can likely anticipate years of development, change and unanticipated problems. The most important ingredients in the process will be open communication and patience with the issues and each other.

That isn't the end of it—only the beginning. It will be on the agenda at the Board of Trustees October retreat. And

Hanna Mining steplecab locomotive #304 was built by General Electric in 1928 and served the Mesabi Chief mine until 1968. It was equipped with side-arm current collectors because of the offset trolley wire. It is displayed today at the Museum of Mining in Chisholm.
Aaron Isaacs photo.



I'd like to hear from you, the rest of the membership. What would you do? Please let me know your thoughts on this important issue.

MTM applies for more ISTEAFunds

To date, MTM has been granted \$1.7 million in Intermodal Surface Transportation Enhancement Act (ISTEA) funds, targeted to the Excelsior Trolley, Jackson Street Roundhouse, Como-Harriet Streetcar Line and Railroad Division passenger cars. The money on most of the projects has started to flow, with some work continuing over the next two years.

The latest round of grant applications is for the years 2001-2002. The Metropolitan Council, which administers the grant application process, set aside \$8 million for Enhancement projects. This is the pot for which MTM can apply. Applications totalling \$21 million were received, meaning that applicants had a one in 2.6 chance of approval.

MTM made six applications:

\$160,000 Restoration of five vintage buses, sponsored by Metro Transit. The funds would do needed fixup to GMC #1399, restore Mack #630 and AM General #1422 to operation, and completely restore New Look GMC #198 and the small 1935 Rochester Yellow bus.

\$200,000 Como-Harriet physical plant improvements, sponsored by the Minneapolis Park Board. This would complete the job begun with the first

ISTEA grant. The carbarns would receive water, a sprinkler system, bathroom, and more heated area. The 42nd Street grade crossing would be rebuilt with historically accurate materials. The pedestrian underpass and Cottage City Station would be restored, and all bad ties would be replaced.

\$688,928 Excelsior Trolley expansion, co-application with the City of Excelsior, sponsored by the City of Shorewood. The Excelsior Trolley would be extended down Water Street and Lake Street, creating a continuous loop.

\$695,000 Jackson Street Roundhouse Grant 4, sponsored by MNDOT. The grant would install the turntable.

\$560,000 Passenger car and steam locomotive restoration, sponsored by MN/DOT's Office of Railways & Waterways. #328 would receive an overhaul, and two coaches would be restored.

The numbers listed above are the federal, 80 percent share of the grant, totalling \$2,303,928. When the 20 percent local share is added (much of it is "soft match" donated labor and materials), the total value of the proposed grants is \$2,879,910.

Applying for grants is a lot of work. Thanks to Aaron Isaacs, John Robinson, Leo Meloche and the City of Excelsior staff for all their work.

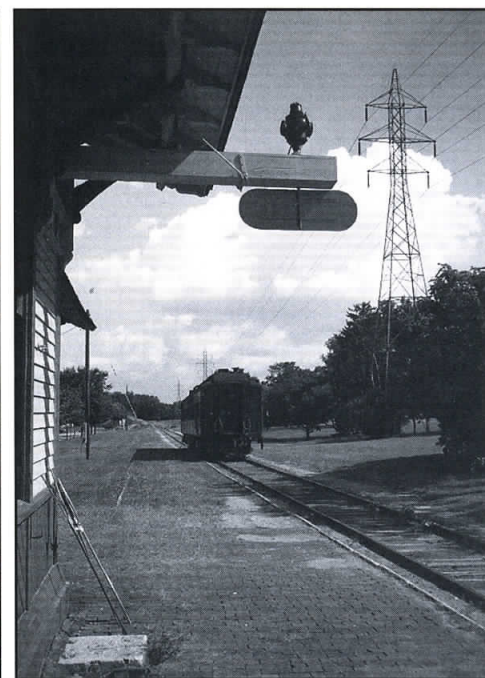
TRACTION DIVISION REPORT

-Louis Hoffman

Annual Appeal to date

To date, we have received \$5,255 from 41 persons and two foundation representing 32 memberships. They include Alfred and Dorothee Aepli, James Anderson, John and Audrey Anderson, David and Joan Barnett, Carl and Jane Barthelemy, A. J. (Tony) Bauman, Lyndon B. Benson, L. L. Beyer, Anna and Bob Butler, Norman Carlson, Joel Greenwald, Roy and Pat Harvey (matched by US West Foundation), Richard Hesse, Louis Hoffman and Becky Hamblin, Ken Holley, George and Florence Isaacs, Robert R. Johnson, Louis LaClare, Mel Lehmann, Elwin A. and Rosa Miller, Jeffrey S. Nelson, Dick Niemiec, Wallace E. Nortner, Oscar H. Palrud, Fred Raiche, Raymond A. Rossberg, Frank and Judy Sandberg, C. R. Scholes, Andrew Selden, Steve Stocker, Peter A. Swenson (matched by Alliant Techsystems), Cliff Torgerson, and Sven A. Wehrwein. Thanks to all of you for your great generosity, especially for those who did not request a premium, allowing all of your donations to benefit the streetcar line. This is a great start - almost two-thirds of the total we raised in each of the last two years. But it's only from a small number of people - not quite four percent of the Museum's total membership. Just think how well we could do if everyone gave at least something.

For several years now, CP Rail has parked its visiting business cars at the Minnehaha Depot. A new visitor this year was the classic heavyweight Lacombe. By the way, note the depot's restored train order signal. Corbin Kidder photos.





Mike Miller (L) and Bob Glancy lead a Como-Harriet Line walking tour at 36th & East Calhoun Parkway. The two tours to date, which include rides on bus #1399 and, of course, streetcars, have been very well attended. Jo Ellen Haugo photo.

For those of you who haven't contributed, here are some words from a founding member about why it's important that you do. After hearing of the results of last year's Annual Appeal, in which we raised the same amount of money as 1995, but from far fewer members (only six percent of the entire membership), **George Isaacs** comments:

"As a charter member of MTM, and for many years the chief 'tin cup shaker' (fund raiser), I was very disappointed with the outcome of 1996's Traction Division Annual Appeal. 1997 finds us financially strapped. Unavoidable expenses arose in the expansion of the car barn. These were not covered by the ISTEA grant. In addition, we had the body work and painting of the PCC done by Metro Transit employees. They did a superb job, but it was not cheap.

We are in the shape we are in thanks to the generosity of a handful of members who have made substantial personal, interest-free, open-ended loans to the Division. Let 1997 be the year when many museum members contribute generously, rather than the six percent who gave last year. The Como-Harriet Streetcar Line has been operating for more than a quarter of a century. Please don't take it for granted."

Other donations

Ray Bensen, Jr. recently donated a cache of streetcar parts and memorabilia - a metal "CAR STOP" and several streetcar-related traffic signs, an outside mirror and bracket, several wooden supplementary destination signs, several seats, frames, and associated hardware, standee

stanchions and leather straps (a handy donation as one of #1300's straps recently broke), a motorman's shade and hardware, a rerailing frog, switchrods, a destination sign with gears, marker paddles, a motorman's seat with floor base, an overhead wire bracket, and an electric bus farebox. As most of you involved in equipment restoration know, parts for equipment manufactured long ago by builders long-gone are hard to come by and, if they can't be found, have to be made from scratch. Donations of this kind help immeasurably in the restoration and ongoing maintenance of our fleet and in putting together top-notch exhibits. Thanks, Casey. If you have things like this in your basement or garage, please consider a donation to the Museum. Remember, it's tax-deductible and you'll be doing a good deed for your Museum.

"Until They Bring The Streetcars Back"

You may have heard of this novel published by Twin Cities-native novelist **Stanley Gordon West**. It's not a streetcar book (there's one on the cover), but it's the kind of book any trolley fan will want to add to his or her collection. "Until They Bring The Streetcars Back" serves up a nostalgic romp through the streets of post-war 1949, those wistful days of ten-cent sodas, big band music, burning leaves, and - in the Twin Cities - big, yellow streetcars trundling down most every main street. Mr. West weaves rollicking humor, gripping suspense, and a bittersweet love story into the fabric of those optimistic times. He brings alive those times: the sounds and sights, his St. Paul Central High School classmates and neighborhoods, the bright hopes of the times, and the cozy streetcars. It's a page turner you'll want to add to your collection - and for only \$15.00, postage and tax included. Send your check, payable to MTM, to: CHSL Sales, P. O. Box 17240, Nokomis Station, Minneapolis, Minnesota 55417-0240.

This fine novel also garnered some free publicity for the streetcar line. The St. Paul Pioneer Press did an article on the author. They wanted a photograph on the car. We obliged by running #1300 down to the depot on a warm and sunny September 9 for the photo session. The photo, with a nice caption mentioning us, appeared in the Pioneer Press shortly thereafter.



Deja vu. A PCC returns to Lake and Hennepin. Corbin Kidder photo.

One streetcar IS back

After a 44-year absence, PCC streetcar #322 is back on home rails. She returned late on the morning of August 7 and was greeted by a multitude of volunteers, not to mention her three siblings on the Como-Harriet line. For more about this historic event, see **George Isaacs's** PCC Update later on. And a huge thanks to George and the PCC restoration volunteers - including our many friends at the Metro Transit Overhaul Base - for both permitting us the use of this wonderful facility and for their after-hours volunteer labor and many other kindnesses. And a special thanks to former MTM Chairman and Metro Transit employee **John Diers**, whose efforts made our long and productive stay at the Overhaul Base possible. The work is not done, as you can see from the pictures in this issue. If you want to help, call George at 484-7512 to find out how, or send a check, payable to MTM, to PCC Fund, MTM, P.O. Box 17240, Nokomis Station, Minneapolis, MN 55417-0240.

General Services Department

With the *Como-Harriet Story* available at the Linden Hills Depot (\$5.00 after it opens next May) and by mail (\$7.00 - write to the MTM post office box), we would be remiss if we didn't thank the many local merchants whose advertising paid for this splendid publication:

The Turtle Bread Company,
3421 W. 44th St.
Famous Dave's Barbecue Shack,
43rd and Upton
Sebastian Joe's Ice Cream,
4321 Upton Ave. So.
Great Harvest Bread Company,
4214 Upton Ave. So.
Linden Hills Yarns,
2720 W. 43rd St.
Linden Hills Co-op,
43rd and Upton
The Gold Works,
2822 W. 43rd St.
Linden Hills Florists,
4300 Upton Ave. So.
Linden Hills Meat and Deli,
4307 Upton Ave. So.
Enchanted Tree House,
2826 W. 43rd St.
Anthony's Furniture Restoration,
46th and Bryant
Coffee and Tea, Ltd.
2728 W. 43rd St.
France 44 Wines and Spirits,
4351 France Ave. So.
Southwest Motor Company, Inc.,
3509 W. 44th St.

Kent Here for Hair, Inc.,
4289 Sheridan Ave. So.
Edina Cleaners and Launderers,
4500 France Ave. So.
Grannie's Attic, Ltd.,
4953 Xerxes Ave. So.
The Bibelot Shops,
4315 Upton Ave. So.
Frame Styles,
4250 Upton Ave. So.
Bayers' Our Own Hardware,
4312 Upton Ave. So.
Presents of Angels, Ltd.,
4400 France Ave. So.
Dick's Sports Barbers,
4405 France Ave. So.
Connor's Bakery and Delicatessen,
5411 Penn Ave. So.
Linden Hills Chiropractic,
4316 Upton Ave. So.
Mike and Marilyn Miller (Burnet Realty)
Plan-it Earth Travel Company,
2826 W. 43rd St.
TEA Tom Ellison Architects,
2724 W. 43rd St.
Keljik's Oriental Rugs,
43rd and Bryant
Dunrite Automotive,
3322 W. 44th St.
Kenwood Cyclery,
4303 Upton Ave. So.
Molly Moon,
4959 Penn Ave. So.
Wimmer's Hardware,
3545 W. 44th St.
Doin' the Dishes,
3008 W. 50th St.
Mail to Market Images,
4601 Excelsior Blvd.
The Garden Sampler,
4301 Upton Ave. So.
Harriann Upholstery,
4404 Abbott Ave. So.
Sticks and Stones Architecture and Landscape
City of Lakes Dance Center,
4402 France Ave. So.
Health Foods on France,
4406 France Ave. So.
The Malt Shop Restaurant,
50th and Bryant
Steve Hoag's Marathon Sports,
2304 W. 50th St.

Please patronize these strong supporters of the Como-Harriet Streetcar Line, and thank them when you do. Remember, for those of you who don't live in southwest Minneapolis, some of them have other Twin Cities locations. A special thanks to editor and writer **Aaron Isaacs**, writer **Fred Rhodes**, production designer **Sandy Bergman**, and advertising manager **Michael Sciortino**.



Heather Worthington has been working on displays for the portable cases. Her first is on PCC cars. Another on motorettes will be done soon. Al Jensen photo.

Thanks to KNDK Radio, 1080 AM, for its twenty minute Como-Harriet feature on June 5th afternoon. KNDK is a CBS affiliate serving northwestern Minnesota, northeastern North Dakota, and southern Manitoba. I was interviewed by **Jake Kullard** about the TCRT system, our line, and the streetcar systems in Bismarck, Grand Forks/East Grand Forks, and Winnipeg. Thanks to **Melanie Thornberg** of KNDK for thinking of us.

Paragon Cable also featured us on their August 4th Minnesota Experience broadcast, featuring #1300 and motormen **John DeWitt** and **Hilmar Wagner** in the 3 1/2 minute segment (which took 2 1/2 hours to film). Thanks to host **Tawnya Bauer** for spotlighting us. As an added benefit, our streetcar was the subject of the Minnesota Explorer commercial broadcast throughout August nation-wide on CNN and the program was aired again in September.

A special word of thanks to our friends at the Star Tribune, especially **Steve Harlow** and **Lynne Underwood**, who compile the twice-weekly calendars in the Friday Variety section and the Sunday Entertainment section. In addition to being listed twice per week since mid-May, we were featured, picture, details, and all, as the "On a budget" feature on Sunday, August 24. Finally, our streetcars have been the backdrop for a number of KARE 11 promotional segments. And the PCC move was featured on several television stations.



The best dressed family at Members Day was (L to R) Jenney, Austin, and Ed Wahl. Besides their matching shirts, Jenny is wearing bus earrings, and Austin is wearing bus shorts and holding up a toy bus. Al Jensen photo.

Mechanical Department

Mike Miller has resigned as Chief Mechanical Officer. His duties as Chair of the Board of Trustees left no time for a second responsibility. Mike began a system of crew calling in the Mechanical Department, allowing foremen to better plan work, knowing how many people intended to work - and their level of skill - on a given day, and generally increasing the number of volunteers. Mike will be succeeded by John DeWitt. John was recently appointed to the Board of Trustees and has volunteered as a operator and foreman in the Transportation Department for many years. Recently, he has been very active in the PCC restoration as a foreman.

Motor Bus Department

MTM has applied for \$160,000 in federal ISTEA funds for the restoration of five of our vintage buses. Specifically, GMC #1399 would receive whatever minor repairs it needs. Mack #630 would get the mechanical repairs necessary to return it to operating condition. 1963 GMC 5303 "New Look" #198 would receive a complete rebuilding, as would the 1935 Rochester Yellow coach. Finally, 1976 AM General #1422 would receive the cosmetic makeover, frame repairs and engine rebuild needed to restore it to service. Thanks to Aaron Isaacs for putting this application together.

Physical Plant Department

The ISTEA work is done and things are pretty much back to normal at the carbarn. Once again, a tip of the motorman's cap goes to Roy Harvey, Scott Heiderich, and George Isaacs for a tremendous amount of work, without which this project would not have been completed so successfully.

Unfortunately, not all of the platform work at the Linden Hills Depot could be completed because of higher than expected costs associated with the carbarn expansion. We were able to complete the platform, steps, and tunnel, including tunnel lighting (the Park Board previously did some painting of the steel pipe railings - additional repair, replacement and straightening will be needed). We did not complete the caps of the low retaining wall extending from either side of the east tunnel portal. This will be included in our next ISTEA application (more on this below).

Not content with waiting for federal funds, Scott Heiderich and crews worked on six Saturday mornings in September and October working on various grounds and track projects.

In the "good news-bad news" department, we've received word from Park Board staff that the portion of the interlake gravity channel affecting the Como-Harriet right-of-way in the vicinity of the William Berry Parkway bridge will not be built beginning this fall. The good news is that it won't affect our operations this fall or next spring or involve us in the headaches of major construction as we finish up loose ends of the ISTEA work (itself the source of many headaches). The bad news is that we won't immediately have the 250 or so new ties which would have resulted from the reconstruction of our line after the channel was complete. But expect it to happen soon.

Our application for the next round of ISTEA funds will allow, more or less, for the completion of the exhibit site, essentially finishing all the major work that needs to be done: replacing all ties needing replacement (resulting in a railroad with no tie installed prior to 1994, and all but 175 of those ties being brand new), insulating and heating the rest of the carbarn (allowing all four streetcars and all work equipment to be stored in heated quarters), plumbing the carbarn (providing basic creature comforts - and more - to volunteers), completing the restoration of all TCRT construction at the Linden Hills Depot, restoring the former Cottage City carstop, and rebuilding the 42nd Street

grade crossing. To fund the local match, we will use the value of our remaining donated ties and volunteer labor. But this is an ambitious project and we'll need some cash as well. Knowing what we now know about ISTEA, this so-called "soft money" won't be enough. We will need to include all the cash we can muster. So please consider a gift to the Traction Division Annual Appeal.

Thanks to Aaron Isaacs for all of his work in preparing our applications and to Scott Heiderich and Mike Miller for providing critical information in support of the application.

Thanks to Scott Heiderich for contributing to this report.

Transportation Department

We received a note from Ron Gjerde, the President of Lakewood Cemetery, thanking us for our participation in Lakewood's annual Memorial Day celebration in which he noted that "[t]he streetcar rides were thoroughly enjoyed by our visitors. Thank you for your efforts in making those rides possible." Next year, we hope to have an advance shift beginning at 10:00 a.m., allowing us to bring Linden Hills residents directly to Lakewood in time for the start of the day's activities at 10:30 a.m. Thanks to Fiona Grant of Mundale Communications for including us in Lakewood's annual celebration, to Michael Sciortino for serving as our liaison with Lakewood and Mundale, and to George Isaacs and crew.

#322 received its primer coat on July 19. Left: John DeWitt muds the side sheets to create an even surface. Right: Roger Williams of Metro Transit applies the primer coat. Bill Graham photos.

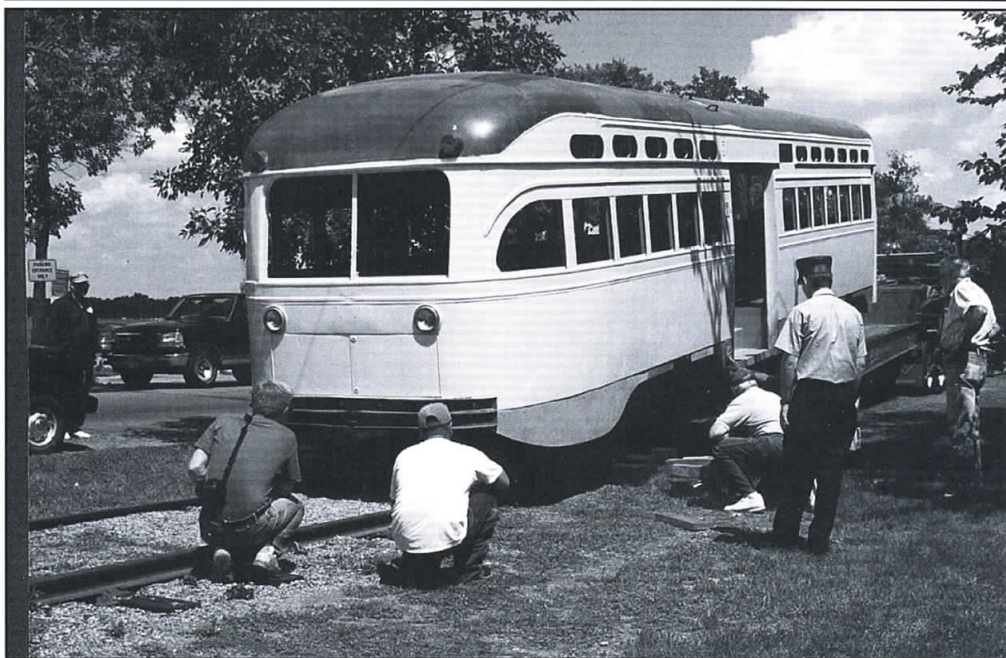


After a strong May and early June under arm and sunny skies (unlike the past few years), late June and July ridership plummeted under almost constant rain - the second rainiest July ever. Park construction and cool August weather hindered ridership during that month as well. There will be complete details in the next Minnegazette. By the way, you can help make up for these disappointing statistics with a donation to the Annual Appeal.

Thanks to Charter Agents **Heather and Chris Worthington** for all of their hard work in the charter department. In case you didn't know, great new services were successfully test-marketed this year on a limited basis: you can be picked up in a MTM bus (TCRT #1399 for the time being), whisked to the Linden Hills Depot for your streetcar charter in style a school bus or even the most deluxe intercity coach can't match, and top it all off with a delicious lunch catered by Connor's Bakery and Deli at 54th and Penn. Interested for next year for your group? Remember, members get special discounts for chartered streetcars and buses.

Minnehaha Depot

The Minnehaha Depot was scheduled to be open on 19 days in 1997, and was open on 18 - the missing day was due to no volunteer. There were visits on a total of 31 days, meaning 13 special groups visited the Princess, including four tour groups. There were 2,702 visitors in total. Volunteer hours totaled 125 by nine volunteers: **Tom Beaumont, Bob Branchaud, Maryellen Digre-Mueller, Corbin Kidder** (85 hours of



About noon on August 7, the flatbed backed down to the north end of track and off-loaded #322. Dave Culver and Bill Graham photos.

the total), **Bill Marshall, Cori Strobel, Walt Strobel, Terry Warner, and Heather Worthington**. Receipts totaled \$253 with expenses of \$109, leaving a surplus of \$144.

PCC Update

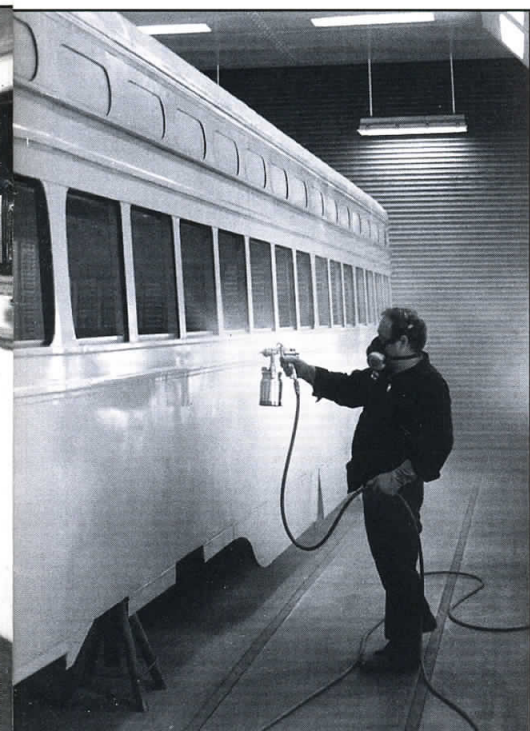
-George Isaacs

Five years of PCC restoration work at Metro Transit's Overhaul Base came to an end on August 7, 1997. On that date we moved the car to the newly enlarged carbarn at Lake Harriet. What did we accomplish in those five years? Remember, our access to the car was limited to six hours on Saturdays.

We removed corroded metal from the roof, car sides and underframe, and replaced it with new steel. The old plywood flooring was removed

exposing the underframe, which was needle scaled and treated with "Extend", a rust inhibitor. Using the old pieces as patterns, new plywood was cut, painted and secured in place. Our volunteers from Metro Transit straightened out the badly bent anticlimbers and reshaped the front dasher from its "as hit" condition.

The four traction motors and the motor-generator set were sent out for reconditioning. Working from GE's spec sheet, all relays were tested and, where required, new contacts were installed. Considerable time was spent figuring out and documenting the automatic train stop circuit that was installed when Cleveland received the car from Newark. New wiring was installed where needed and the brake actuators completely rewired.





**The first ever four car lineup. Dave Culver photo.
#78 pushes the PCC into the maintenance barn. Bill Graham photo.**



New stepwells and door trim were professionally fabricated and installed. New composite metal-marine plywood doors were fabricated to replace the highly corroded and patched metal doors. Lastly, in preparation for extensive body work and painting by Metro Transit employees, for which the agency was paid, we removed the lead bearing paint from the sides of the car.

After the body work was finished, the carbody was moved to the paint booth where it was masked, primed and a beautifully finished coat of TCRT yellow Imron was applied. In addition to the work done at the Overhaul base, a lot of parts were cleaned, rust removed and reconditioned at the carbarn.

Now that the car is at Lake Harriet there is still much to be done. We hope to finish in two years but it may take longer. We have to do the following:

1. Strip, prime and repaint the entire roof, trolley base shroud and ventilator covers.
2. Remove the Masonite panels and retaining strips below the arm rest, recondition them or replace and paint.
3. Strip and repaint the interior panels above the windows.
4. Complete the rewiring at the front end of the car.
5. Reconnect the motors and brake actuators to the body wiring.
6. Install 5KW of the electric heaters along with new wiring.

7. Reinstall the stainless steel kick panels.
8. Put down new rubber on the floor and steps.
9. Put down new rubber matting in the trolley base area and build new trolley base support boards and wooden safety strips.
10. Install trolley base shroud and ventilator hoods.
11. Install motor-generator set.
12. Install four new 8 volt batteries. This will enable us to check out and exercise all subsystems.
13. Install doors and green tinted standee windows.
14. Recondition and install side windows.
15. Test run.
16. Install seats, stanchions, modesty panels and front windows.
17. Finish all of those those other items too numerous to mention.

RAILROAD REPORT

- Dick Kolter and Erik Brom

It has been a steamy summer on the railroad division this year. Not only was the weather often humid and rainy but the steam locomotive activity was very heavy during August. All of the regular passenger trains during August were run with MTM steam locomotive NP#328. The season for #328 was very successful with a larger number of riders and dependable operation of the ninety year old locomotive. As usual many people worked long hours to get the engine ready and then to operate it. The third weekend of the month was highlighted by the visit of another steam engine, the Soo #1003.

#328 was in the spotlight all of the month and did very well but the highlight of the month has to be the third weekend when the visiting 1003 contributed much to the success of that weekend. The #1003, which is about six years younger than 328, was an active SOO locomotive until 1959 when it retired to a display in Superior Wisconsin. In 1994 the Wisconsin Railway Preservation Trust bought and restored the engine for excursion service. Many MTM members are also active in the #1003 group and are probably the reason for the visit. Saturday August 23rd was the day of the second annual High Bridge - Low Bridge trip from Osceola to New Richmond and back. This trip passes over both of the area St. Croix river bridges and affords good photographic opportunities in addition to an interesting and scenic experience for



In July, as part of getting #328 ready for Osceola service, Paul Dalleska installs a safety valve. Eric Hopp photo.



Steam Foreman Mike Alfveby during the July 16 steam up at Jackson Street. Eric Hopp photo.

Once again #328 traveled to Bayport for the annual Andersen Company picnic. Brad Sawyer took this fine portrait at 2:00 a.m.





In August, Soo Line 2-8-2 #1003 returned to Dresser for the first time in over 40 years. It looks right at home with (top) a wooden Soo caboose and (below) the original 1886 Dresser Junction depot. Eric Hopp photos.

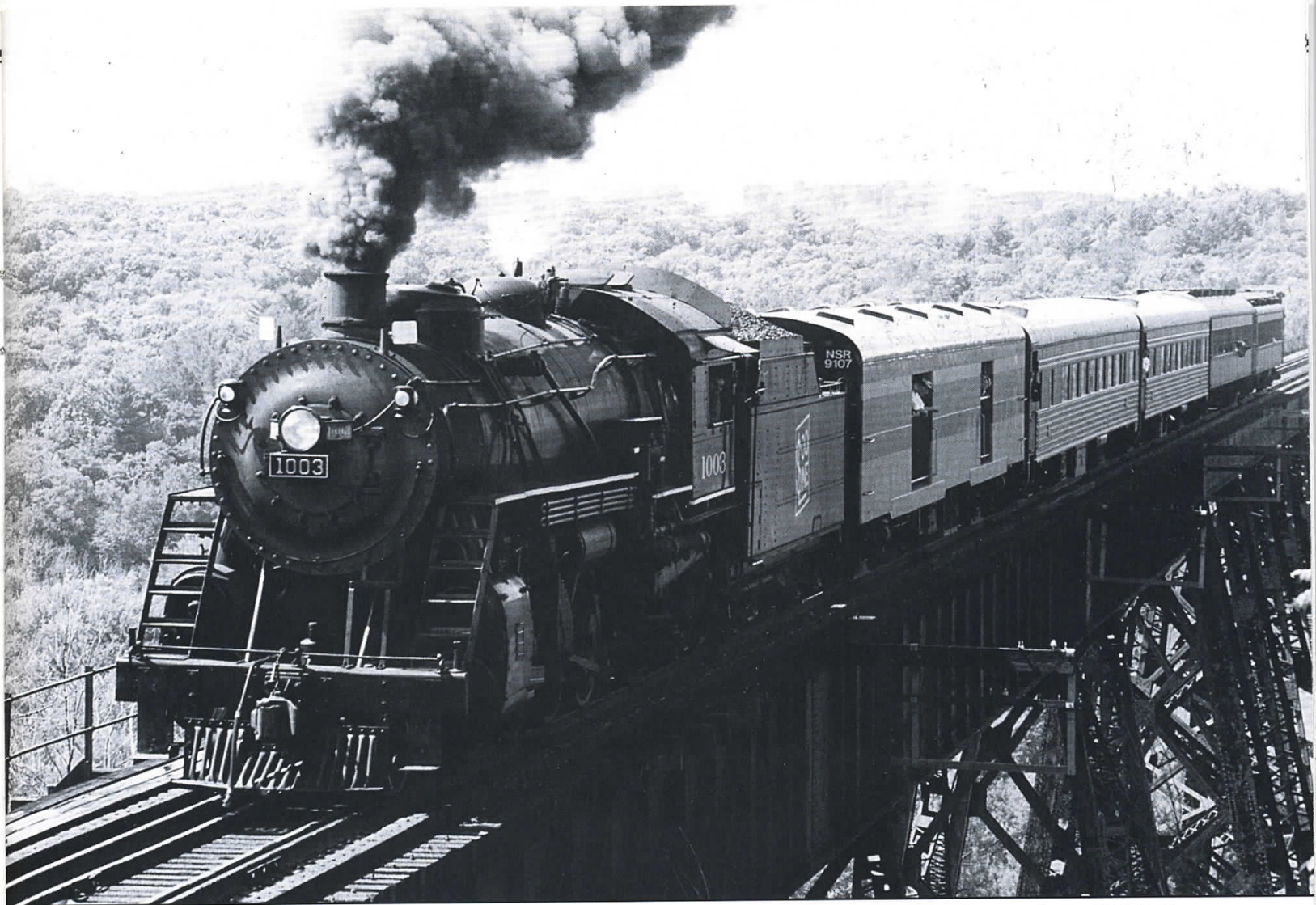
passengers. As was done last year, local trips from New Richmond to the High Bridge and back were offered and were well received. While the local trips were operating, the round trip passengers from Osceola attended events that were part of a New Richmond city celebration.

The second day of this very special weekend brought about another very memorable event. Since the 1003 was in town, and fired up, at the same time as #328 was making regular passenger trips, it was decided that both could be used for a double headed passenger extravaganza.

On Sunday #328 made its normal morning trip to Marine and returned to Osceola with its six cars. Since it was headed west it operated in reverse coming back to Osceola and on the next trip to Dresser. When #328 arrived in Dresser #1003 was waiting in the house track, facing west with three cars. #328 took on water at the fire hydrant east of the depot, left its cars in front of the depot, and moved in the clear on one of the spur tracks in the yard. #1003 then came out of the west end of the house

Opposite page bottom: The double header on Sunday August 24th started at Dresser at 2 PM and is shown here drifting downgrade into Osceola with nine cars at about 2:20. At 2:30 it whistled off for Marine. Bill Graham photo.





#1003 pulled the second annual High Bridge-Low Bridge special to New Richmond on August 23. This of course is the high bridge. The first three cars trailing the engine belong to North Star Rail. Dick Heine photo.





Dick Boulet (L) and Morgan Christian grease #328's crosshead at Dresser. Eric Hopp photo.

track with its cars, backed up on the main to the depot, and coupled up to the six cars that #328 had left there. 1003 then pushed all nine cars back onto the south track of the wye so 328 could come out and couple to the front of 1003. This made up the train for the day, two steam locomotives, with 328 in the lead, and nine cars. The enlarged Dresser trip then returned to Osceola.

At Osceola the double header with one baggage car, seven coaches, and the triple combine loaded a near capacity group of people for the historic trip. The trip, which went very smoothly, made a short photo stop on the bridge and then created good clouds of smoke on the hill up to Marine. At Marine the train was met by a group of people ready to take pictures during the rumored photo run by. Passengers were allowed to get off on the north side of the train, at the road crossing, if they wished to watch the run by. The train then backed out of

sight around the bend. Two photo runs were made and the passengers were allowed to board before the engines were run around for the return trip.

For the return trip the two locomotives were run around separately such that #328 remained in the lead, even though both units were running backward. Visibility to the rear is better on #328. Upon their return to Osceola the locomotives were again separated so #328 could put its cars into the storage track while 1003 waited on the siding. Both engines and the remaining three cars then returned to Dresser for the night. This turned out to be a very enjoyable day for all who watched or worked on this train.

A highlight of the first photo run was the handing up of train orders to the crews in the locomotives and the conductor on the last car. MTM member **Bill Marshall** is a retired railroader who worked as an operator in many stations in the days when telegraph was used and train crews got their orders by the hoop-up procedure as they passed the

The double header accelerates up the .75 percent grade just north of Marine during one of two photo runbys. Bill Graham photo.



depot. During the double header run Bill demonstrated handing up orders to the crew.

During the demonstration Bill held two of the forks simultaneously for the two locomotives. When they passed and got their orders, he had to drop those two forks and pick up a third one to hold for the conductor. The fork is made of wood and is shaped like the letter "Y" with a loop of string, tied around the paper to be handed up, and fastened in the center of the fork. The string is held in the fork in such a way that it will release quickly when the passing crew members arm enters the loop. The loop of string and the paper orders fastened to it go with the crew and the fork stays with the operator. This presentation added much to the historical significance of the whole event.

Ridership on the trains all year has been much better than in recent years. **Pat Kytola** keeps track of the numbers and reports that as of August 31 the totals for 1997 were 41% over 1996 and 56% above 1995. Charters have been especially good this year.

After a very slow first quarter of the year the freight operations have gradually increased on the Dresser Subdivision. Our operating crews run these trains for the Wisconsin Central and have been working nearly every week during the summer. Mostly logs for the paper mills and fertilizer make up the cargo transported. WC provides a diesel locomotive for this work which we keep at the Osceola depot. Keeping this unit there has proven to be a good thing for us, more than once, when we had trouble with our power or just needed more than we had available. We are able to rent the unit from the WC if, and when, we use it.

A rather historic event occurred on July 19 when NP328 was being moved to Osceola for its August tour of duty. Superintendent **Nick Modders** reports that there just happened to be some freight cars along the route that were bound for Dresser, just where 328 was going. A few quick contacts with the WC and the first steam powered freight train on the Dresser Sub in over forty years was in operation. Unfortunately

there is no photographic documentation of this because it all happened in the wee hours of the morning.

Recently the railroad division Long Range Planning Committee sent out a survey to members to get firsthand information to help it in its work. A completed survey was returned by 43 people of which 29 were operating crew members. The survey was quite comprehensive and provided valuable information. In general it would appear from the results that members would like to make improvements on the things we are now doing, but don't feel that any major changes are necessary.

**Following the runbys, the locomotives were posed side by side at Marine.
Karen Heine photo.**



JACKSON STREET ROUNDHOUSE REPORT

By Eric Hopp

The dirt has been flying! By the Minnegazette September 1st deadline, general contractor Sheehy had been on the job for two weeks and, along with museum volunteers, made very visible progress. Construction should be complete and work on exhibits in full swing by late October. Development of a museum at Jackson Street is mainly supported by three ISTE A grants, the first covering the current work.

East Lot

The east parking lot, most visible from the freeway, has become our public entry. A grand entrance to the roundhouse was installed, the old blacktop was torn out and replaced by a larger parking lot, and necessary sewer, lighting, fencing, and handicap access work done. A section of roundhouse wall brick, removed by the post office for conveyor belts, has been restored. The power house exterior has been cleaned up and secured to slow deterioration. In the future it will provide additional space. Two passenger cars, Rock Island coach #2529 and a wooden Duluth South Shore & Atlantic RPO, were moved to the east side of the power house for use as a lunch/theater car and a transportation art gallery. They rest on volunteer-laid track. To their east is the Rutledge depot, with a new roof and siding. Site cleanup was done largely by volunteers.

The dirt is flying at Jackson Street. This is the new parking lot taking shape on the east side of the roundhouse. The two story brick building is the power house. Eric Hopp photo.

Bay D

The windows in Bay D have been restored. It's now very well lit with the boards off the windows and the clerestory windows open. For after dark, existing railroad-installed fixtures on each column were fitted with high-output bulbs. The small boxes above each house the ballasts. A few missing fixtures were replaced with others taken from the B and C bays.

Opening the center stall made the bay's original railroad-shop function much more visible. Originally built for steam, bay D was rebuilt after World War II for diesels by lowering the floor three feet and adding a second story at platform height. The track and stairway openings in the second story were later filled in when the post office owned it. What a visual difference to remove the fill and see rails once again! Rails were relaid by volunteers, an easy job because the originals were removed with a wrench instead of a torch, leaving the stud bolts conveniently intact. The MN&S Gopher business car is displayed on this track. The fill was left in the other four to provide space for museum displays. Because they are at sharp angles to the approach tracks, they cannot be used for shop work until the turntable is installed.

The small railroad-built office in the corner will be used as a store, like the freight room in the Osceola depot.

Bathrooms and storage space were installed in a room off the west side of bay D, just inside the loading dock. This also serves as visitor access to our current work areas.

Here is a rough sketch of exhibit plans, counting clockwise. The north wall, with its windows overlooking the BNSF main, will have an interpretive display of today's railroads and a children's area. Stall 25 will house both a signals/dispatching exhibit and an Operation Lifesaver display. A maintenance-of-way exhibit will occupy stall 24, featuring actual track, speeders, and equipment. The Gopher will dominate stall 23. We would like to fully furnish it and include a number of sub-exhibits highlighting its history, including its first career as northern Minnesota/upper peninsula logging railroad business car "Grand Marais", its second as the business car of Buick dealer and MN&S co-owner **Win Stevens**, its original all-wood construction, and its major overhaul for Mr. Stevens by the GN Jackson Street shops. Stall 22 will have an exhibit of streamliners in the Twin Cities (Jackson Street maintained primarily passenger motive power) anchored by the Rocket model. It will also house an exhibit of various crew positions, featuring Mr. Sweeney's career as a Hiawatha conductor. Stall 21 will house an exhibit on roundhouses, especially Jackson Street, and the work that went on there. It will also house an exhibit of MTM's various operations and perhaps an RPO exhibit. The entry way (actually in bay C) will feature a larger-than-life photo or mural and will introduce the museum's theme. We may also receive some other restored passenger cars for display.

Bay C

John Robinson has expressed an interest in using bay C for the ISTE A funded restoration of four more passenger cars for the O&StCV, beginning early next year. If so, this could form a first step towards the vision of Jackson Street as a working roundhouse museum.

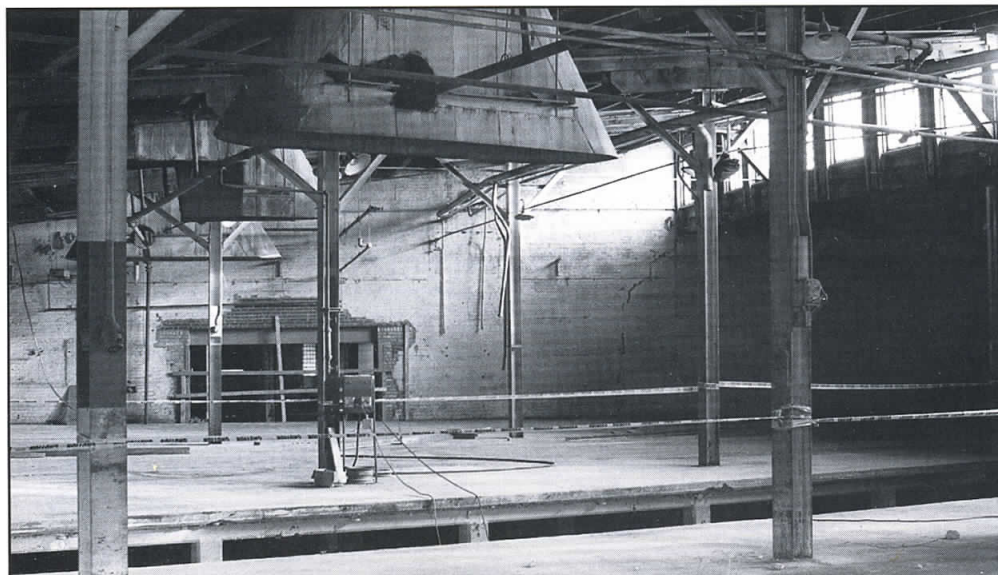
Bay B

Materials formerly stored in the garage area have been moved to bay B, along with the vehicles. While pedestrian, this serves the noble purpose of emptying the garage for demolition, so that we can install the turntable and run trains into the roundhouse. Since the tracks in bay B are nearly tangent to the approach tracks, they could be opened for use even before the turntable is installed.





This is the recently reopened stall in bay D, where the MN&S Gopher will be placed. The two raised beams with the protruding bolts are at the original floor height and rails will be reinstalled on them. The floor was lowered and the high platform and smoke jack were installed for diesels. These views show the building's wood beam ceiling, steel girder ceiling supports and clerestory windows. The far wall in the bottom photo separates bays D and C. Eric Hopp photos.



Bay A

In their last remodeling, the Great Northern used this space for offices. We have followed suit by building an office for the chief mechanical officer just off our existing office in this space. The old locker room/paint shop/board room has been dedicated to secure storage of valuables. A new, larger locker room now exists behind our existing office, by the shower/toilet/laundry room. The largest room houses the machine shop, which was in the NP baggage car and in the garage. A smaller shop to one side is for "clean" work such as painting. And at long last, the entire bay can be heated during winter.

West Lot

The contractor has done some paving and sewer work, built a handicap access ramp from the bay D restrooms to ground level, and reactivated the light tower by the Jackson Street bridge.

Recent donations

Zell Olson's employer donated two to three thousand dollars worth of lumber, which was used in framing walls in bay A and in exhibits in bay D.

The University of Minnesota donated two stationary generator sets from their ex-TCRT power house. The engines are Macintosh and Seymour 538 straight-8s, eight cylinder versions of the six cylinder 538s that powered Alco's early high hood switchers and their first passenger diesel, Rock Island DL-103b #624. The oil pan was later modified for a low-profile mounting, becoming Alco's famed 539.

The chief mechanical officer now has a computer and printer, running Windows for Workgroups 3.11, Word 2.0, and Excel 4.0, donated by INCSTAR Corporation.

Our new neighbors to the west of Jackson Street, on the other side of Bay West in the old GN car shops, finished their remodeling and held a large open house. They offered us a free exhibit space to promote our new working museum, possibly qualifying as its first public promotion.

First visitors

Last July I brought a co-worker and his family over to Jackson Street. They enjoyed the tour, enjoyed watching the BNSF switching the recycling facility, and found the Gopher especially fascinating. As they were leaving, I overheard his young son saying "this is a COOL place!"

One day in late August, a retired GN Jackson Street Roundhouse pipe fitter

had his daughter drive him over. He wanted to see the old shops. Though a stroke made speech difficult for him, he and **Tony Becker** happily reminisced about the old days. **George Bergh** also gave him the grand tour. As he followed George out of the office to see the building, he shook my hand and worked to say "thank you".

Wow. I'd say the museum is off to a great start.

EXCELSIOR REPORT

-Bill Graham

Tracks finished; car runs

The Excelsior streetcar track is built and ready for traffic between Water Street and Lake Street. Railtech workers finished spreading and tamping limestone ballast during the week of September 2. The quality of the track materials and construction promise a smooth ride for streetcar patrons. Railtech will install electrical rail bonds for streetcar ground return current and poles for the overhead. The yard trackage and inspection pit adjacent to Highway 7 are complete and ready for construction of the carbarn.

No. 1, the little four-wheel trolley replica from Valleyfair is ready to run. **Dave Irey, Fraser Morse and Doug Hultgren** finished building the double-end controls, installing lights, electrical panels and foot gongs. **George Ittner, Bernie Hahn, Leo Meloche and Bill Graham** saw to the varnishing, painting and caulking. **Jim Williams** applied a handsome yellow pinstripe detail to the interior compartment ceiling and finished painting and signage on the end dasher panels. **Bob Dumas** installed the seat benches. The 4-cylinder Wisconsin air-cooled engine is rebuilt and tested.

After a year of work, #1 rolled out of the Clark Oil building on September 6 drawn by a bobcat loader provided by Railtech. To reach the track, the car had to travel nearly one city block over a dirt parking lot. It moved the first few yards on specially built casters rolling on plywood sheets. The casters soon collapsed and the car proceeded on its wheels, turning the plywood to splinters. In desperation, the crew rolled the car directly onto the dirt, and, to everyone's surprise, it worked perfectly. Onto the blacktop of Morse Street and shortly standing on her new rails, the little car was ready to run her first for MTM. **Doug Hultgren** started the engine and ran the car over the new line to cheers and huzzahs from the members on board.



The Museum needs more of what Mike Buck is doing here, working in more than one division. A longtime Traction volunteer, Mike has become a purser on the Minnehaha. Don't be shy—you too can cross over. Bill Graham photo.

The car's controls could hardly be simpler. Pulling the left gooseneck handle makes the car move forward; pushing it makes the car move backward. Pull the handle too sharply and the driving wheels spin. A moderate pull on the other gooseneck handle applies the brakes. The engine runs at a pre-set speed which governs the speed of the car, a stately 5 mph or so. The car's coil springs and the excellent track make for a remarkably steady ride, even through the yard turnouts. This Fall, Doug and Fraser will write a new training manual for car operators running regular passenger service planned to begin next Spring.

Carbarn delayed again

Construction of the carbarn was set back yet again when the Excelsior City Council reviewed the plans for a second time and declined to renew the building permit they had issued last February. The permit had expired while the prime contractor, Widmer Construction, Inc., scrambled to enlist minority-owned subcontractors required by the federal ISTEA rules. The Council members wanted a more ornate exterior than the one originally proposed for the building, changes which naturally would increase the cost. They asked the mayor to propose embellishments such as cupolas, pillars, faux arches or brick facades. Although many small town carhouses in the heyday of the trolley car used simple, whitewashed board and batten siding, in the modern age fake gingerbread is a common way to make new buildings look old.

The barn will stand close beside Highway 7 where new ramps leading into Excelsior are scheduled to be built. The new eastbound ramp opposite the carbarn will take out a grove of trees and open the neighbors' view toward MTM's building. The mayor's most expensive re-styling would add about \$60,000 to the cost of the building and would require state and federal approvals of an amendment to the grant. This would force MTM to look for more local matching funds. Since the initial grant application, the cost of the project has nearly doubled to around \$620,000, and construction will have been delayed two years. Besides adding to MTM's fund-raising burden, the latest delay means that rail rolling stock cannot occupy a new building before next Spring at the earliest.

Minnehaha steams on

Summer passed and Minnehaha steamed between Excelsior and Wayzata, proving herself again to be a reliable, steady vessel. The question of whether the new upper deck awning might require adding ballast in the hull was deferred until Minnehaha is pulled out of the lake at the end of the season. At that time, the City of Excelsior will lend a set of "bathroom" scales on which boat and trailer will be officially weighed for the first time. This will allow the marine architect accurately to calculate the actual affect of the awning on the boat under a strong cross wind.

Lake level is exceptionally high this year due to heavy rains. On an evening charter cruise to the Upper Lake,



Gasoline powered streetcar #1 debuted for Apple Days in Excelsior. Volunteers from left to right are: Trent Underheim, Doug Hultgren, Fraser Morse, Bob Dumas, Troy Erickson, Bernie Hahn, Richard Simonson, Jeff Jensen, Shawn Fultz, George Ittner, and Don Schal. Leo Meloche photo.

Minnehaha steamed gingerly up to the Narrows Bridge where the crew eyeballed the clearance at around three inches. She didn't clear. No one was hurt, but even with the stack cranked down, the awning framework, stack and whistle sustained minor damage. This winter, the bow flag pole will be lengthened to measure clearance for the rest of the boat, and the damage to the boat will be repaired.

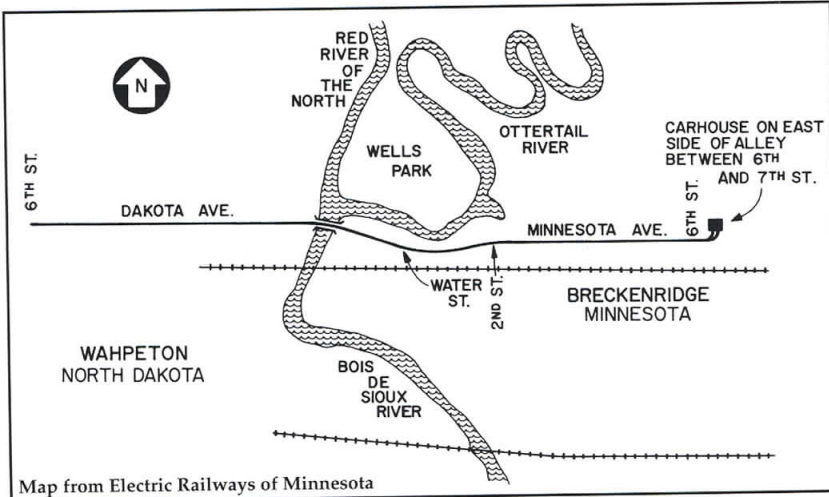
Minnehaha's last operating day was September 14, and she was pulled from the lake shortly thereafter. Passenger loadings have been good throughout the summer, although somewhat below last summer's overwhelming level. A complete passenger tally will appear in the next issue of the Minnegazette. Members who wish to help with maintenance and repairs to the boat this Fall may call **Lori Hammond** at the Steamboat Division's office, 474-2115, or boat building located next door to the Excelsior Public Works yard near County Road 19, 474-1886. Volunteers are always needed and welcome.



Safety netting has been added to the upper deck railings around the stern half of the boat. Aaron Isaacs photo.

WAHPETON - BRECKENRIDGE STREET RY.

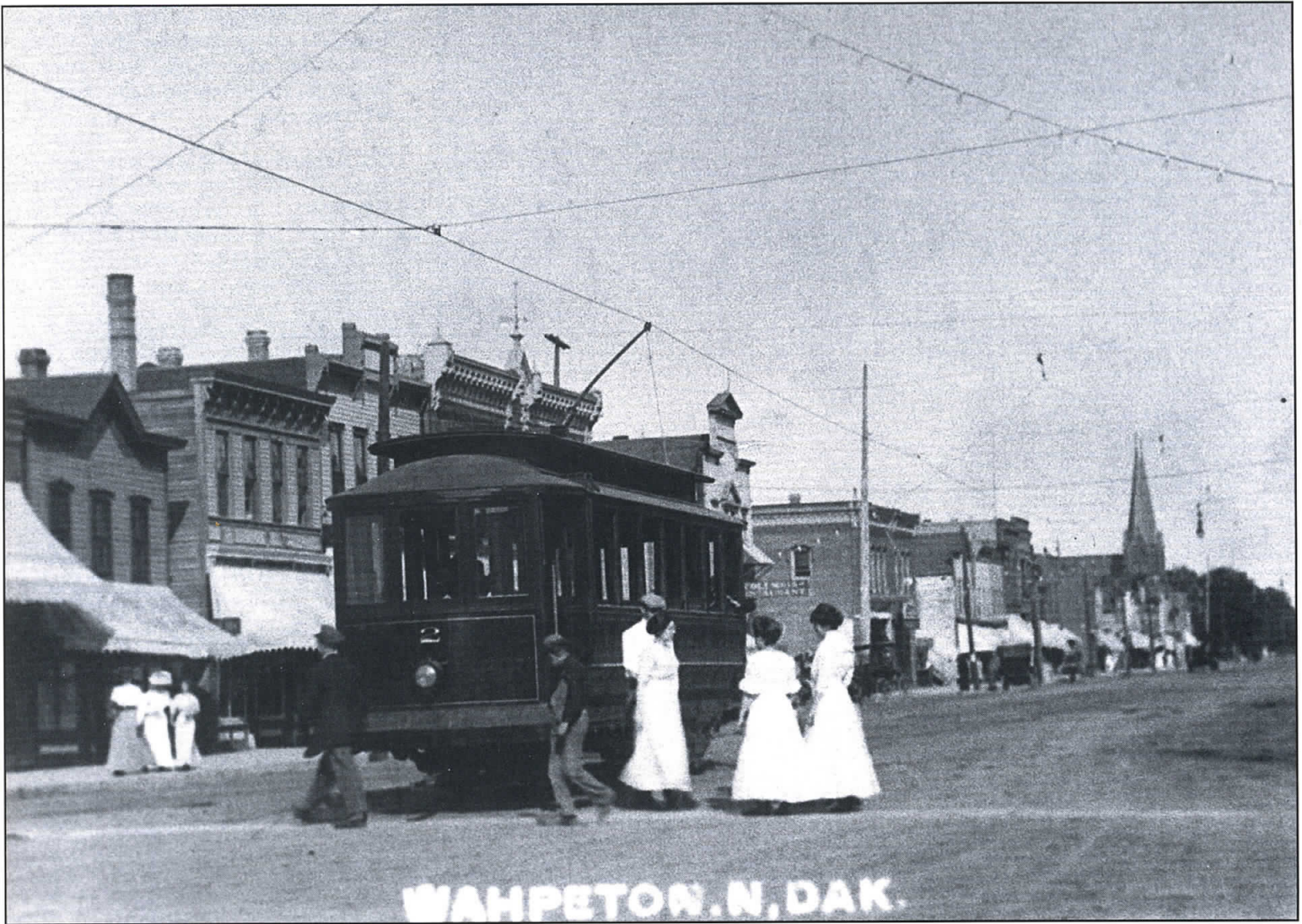
The shortest interstate streetcar line in the nation ran from Breckenridge, MN to its sister city, Wahpeton, ND. The two towns combined had a population of about 4300 in 1918. About half of the 1.14 mile line was in each state. Operations began in 1910 with two second hand Pullman single truckers. Both were built for the Chicago City Railway. Although they appear identical, they were from different orders and differ very slightly. #1 was CCR #1907, built in 1895. #2 was CCR #2161, built in 1896. The cars were used on alternate days. Service ran 18 hours a day. A one way trip took only five minutes, implying a 15 minute frequency. The line was profitable in its early years, but auto competition soon took its toll. The cost of a street repaving project drove the company into bankruptcy in 1921, and operations finally ceased on March 31, 1925. A visit to the local county historical societies turned up this trove of previously unpublished photos.

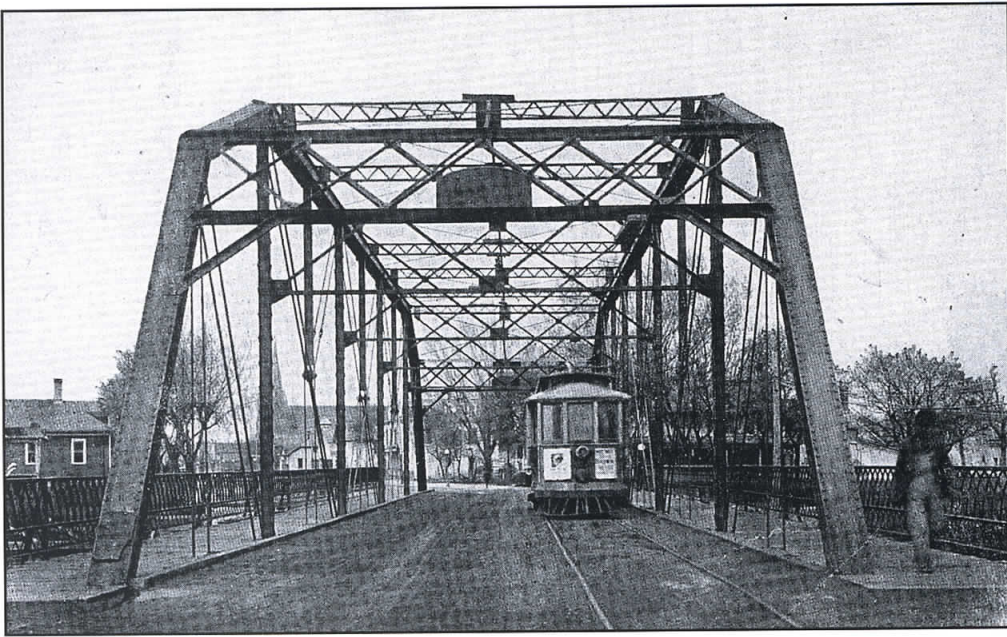


Defying all the odds, the Breckenridge car barn that saw its last streetcar 72 years ago in 1925 still stands, and the tracks still emerge from beneath the Minnesota Avenue asphalt. Vacant for some years now, the building's interior shows no signs of its former use. Aaron Isaacs photo.

These three views move from west to east along Dakota Avenue in Wahpeton. All Richland County Historical Society collection.







The scenic highlight of each trip was the interstate bridge over the Bois de Sioux River. This view looks west from the Minnesota side. Note the crude pilot. MTM collection.

The purpose of this postcard view is to show off #2's new safety fender. The location is in Breckenridge, where Minnesota Avenue ran alongside the Great Northern. Richland County Historical Society collection.

Here's a good comparison of the two cars. Note that the same conductor appears in both. Top: Car #2 in Breckenridge. MTM collection, from Joel Hutchinson.

Bottom: Car #1 in Wahpeton. That appears to be the motorman in the front vestibule, properly holding the detached reverse lever. Richland County Historical Society collection.







Both cars are on the line, implying either extra service or two car operation in the early years. The map from Electric Railways of Minnesota doesn't show this passing siding. It appears to be near the river which would make sense, since that was in the middle of the line. Wilkin County Historical Society collection.

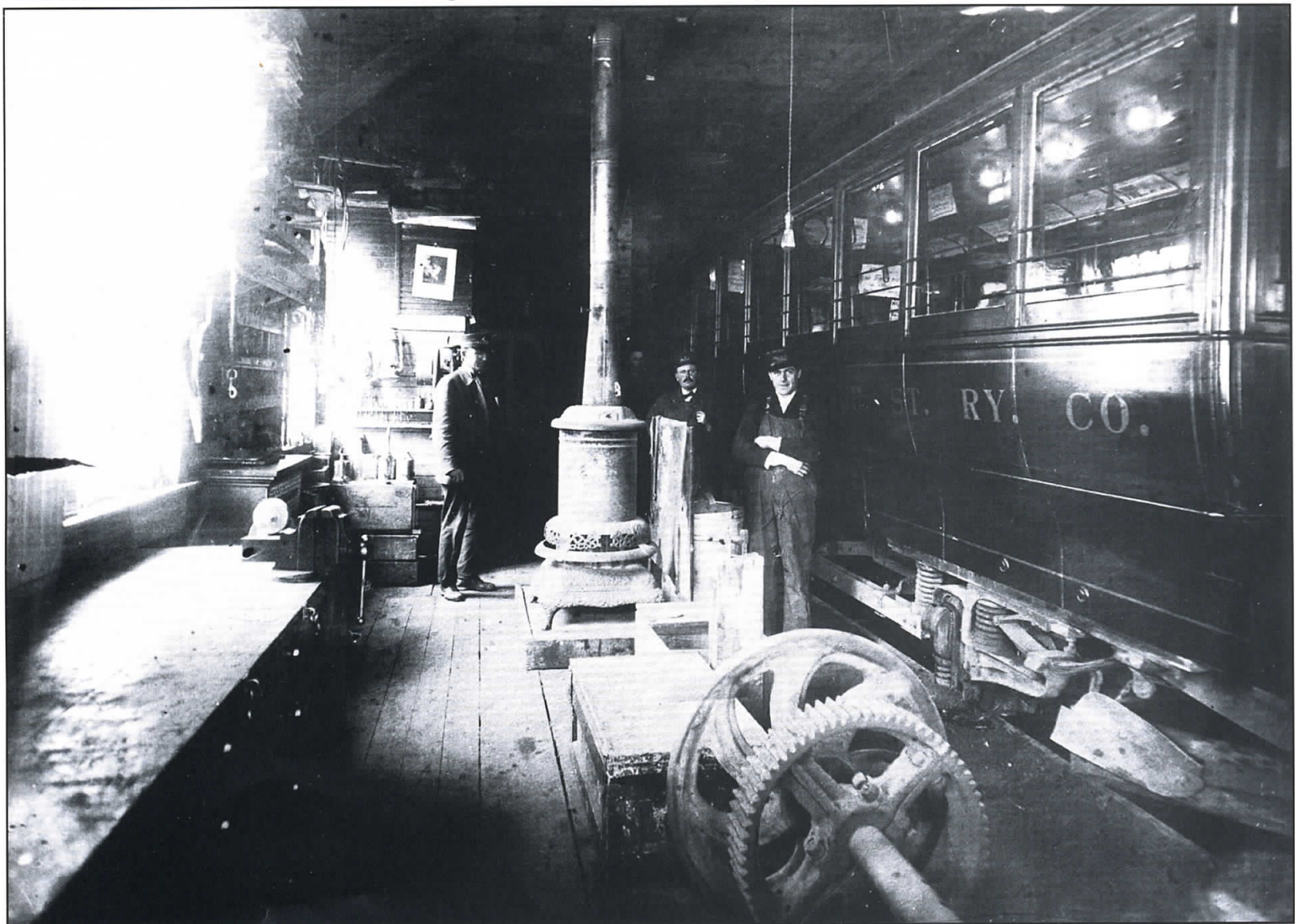
There appear to be at least 40 people on this car, all of them men and boys, so it would seem to be some sort of special group. Wilkin County Historical Society collection.





This is a view of the center of downtown Breckenridge about 1915. Wilkin County Historical Society collection.

Inside the small, two track carbarn in Breckenridge. Wilkin County Historical Society collection.





A set of Milwaukee Road F units in their original colors lays over at the Northern Pacific's Duluth roundhouse. MTM collection.

The westbound Empire Builder pauses at Willmar for servicing. Minnesota Historical Society collection.



The Editor remains unable to resist photos that combine railroads with pelicans and matronly women. It seems so wrong—and yet so right. This unlikely scene was taken at Longfellow Gardens next to Minnehaha Park, where ran a miniature railway. Minneapolis Public Library collection.



The handwritten caption on the back of this 1940 photo says "St. Paul, Minnesota, CB&Q RR Co., lever house. The tower was located at the east throat of St. Paul Union Depot. MTM collection.





The FOR SALE sign on East Side Station tells it all. This is 1954, just before the end of service and the streetcars are lined up facing 1st Ave. N.E. Bob Schumacher photo.

OBSCURE DEPOTS ON PARADE

Nicols is one of those suburban Twin City place names that has all but disappeared. It was located where old Cedar Avenue crossed the Omaha Road tracks just south of the Minnesota River bridge, in what is now Eagan. Since the construction of the Highway 77 freeway, Cedar has been renamed Nicols Road. Minnesota Historical Society collection.



Extra Election Day Street Car Service

On account of women voting this year the company expects unusually heavy travel on Election Day and will provide special service on all car lines from midday to midnight, Tuesday, November 2nd.

To accommodate those patrons who desire to hear late election returns, the one, two and three o'clock owl cars will be double-headed, if necessary.



Complaints and suggestions for the betterment of the service are not only welcomed but solicited and will receive thoughtful consideration and prompt attention.

W. O. CLURE, General Passenger Agent
Twin City Lines
Room 308, No. 1 South 11th St., Minneapolis,
Telephone Main 4350

This notice appeared in 1920, year of the first election following the passage of the 19th Amendment, which gave women the vote. MTM collection.



One of the Great Northern's monstrous O-8 Mikados rolls the high cars east from Willmar during the mid 1950's. MTM collection.

Northern Pacific W-3 2-8-2 #1794 moves Cuyuna Range iron ore towards the Superior ore docks. This picture was taken west of Carlton in August 1956. Wayne Olsen photo, Dick Stoner collection.

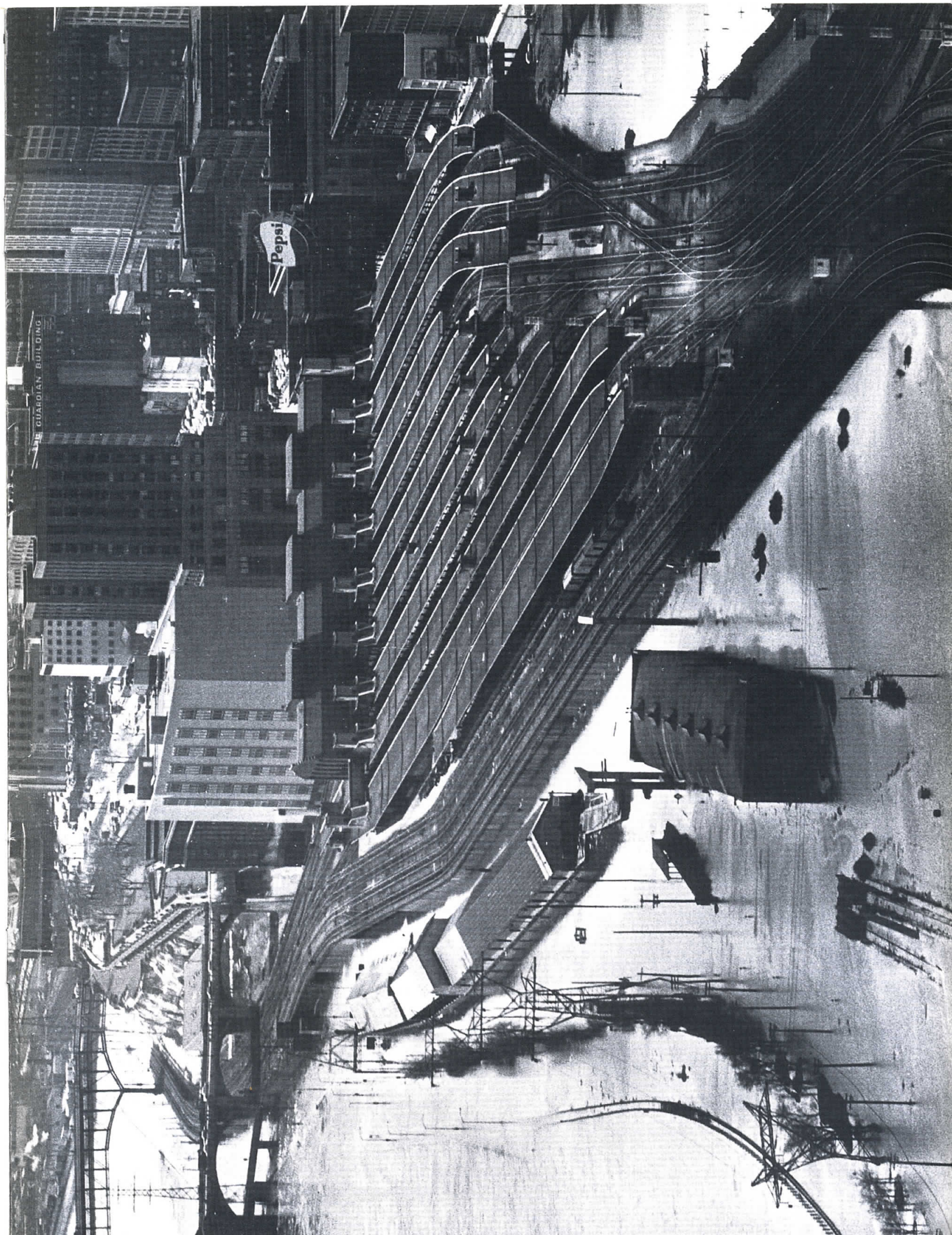




"Como" and "Harriet" had a different meaning on Lake Minnetonka in 1907. That's when the two boats, less than two years old, converged on either the Narrows or Wildhurst dock. These are the Upper Lake routes, serving Zumbra Heights and Spring Park. Sweet photos for TCRT, Minnesota Historical Society collection.



Inside rear cover: This telephoto panorama was taken from Dayton's Bluff to show the extent of the spring 1965 floods. Unintentionally, it gives us the best overview ever made of the St. Paul Union Depot. Star-Tribune collection.







MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - **Please credit the *Minnesota Streetcar Museum* and provide our URL www.trolleyride.org** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!